

not to make one. I suppose, whatever is agreed upon they will want to treat us as they did

before, and pay us with money that already belongs to us.<sup>27</sup>

Senator Teller asked O'urray to what extent the miners and prospectors had intruded upon the Utes, as reported by the Secretary of the Interior. "They have never troubled us at all," said the Chief, "and we have no complaints to make, nor have we made any. A few miners came to Elk Mountain, but they didn't interfere with us, and we were quite willing to let them stay there."

Surveillance over the chiefs has been relaxed, and they are now permitted to go about as they wish.

FITZ JOHN PORTER'S CASE,  
[GENERAL PRESS DISPATCH.]  
WASHINGTON, Jan. 17.—The House Com-

Attitude on Military Affairs to-day took action on the case of General Fitz John Porter. The Democratic members all voting to recommend the passage of a bill based upon the measure introduced by Representative Bruce as follows: "That the Secretary of War be and he is authorized to pay to General Porter, as full and complete satisfaction for the services rendered by him in the war of 1861-62, the sum of \$75,000, of which \$25,000 shall be paid in cash, and the balance in bonds of the United States, to be paid in such manner as the Secretary of War may deem proper, and the Secretary of War is authorized to make such appropriation as may be necessary to carry out the provisions of this act."

Members voting in the affirmative were represented by Representative McCook, of New York, voting simply for General Porter's restoration to his former rank in the Army, without back pay or other pecuniary award, and not agreeing with the assertion of the majority bill that injustice was done him at the time of his dismissal, holding that the findings of the court-martial were justified and that the honor of the country would be maintained by the action of the country. The majority report will embody the report of the Schofield Board of Inquiry, together with \$75,000 for back pay and creates a superannuity colony for General Porter, which he will hold until a pension bill is passed, and then will be paid off at once on the retired list with the rank of Major-General.

**FOUR HUNDRED PRISONERS.**

**A NOTED LOW LESBOIT BROKEN UP.**

RESCUED BY THE POLICE ON THEODORE ALLEN'S DANCE-HOUSE IN BLACKBURN-STREET.—A SUCCESSFUL PIECE OF POLICE WORK.

Captain Byrnes, of the Fifteenth Precinct Police, has been engaged recently in collecting evidence against the large dance-house and concert saloon kept by Theodore Allen, at No. 59 Blackburton, and well known among sporting men in the city as the "Hotel Mablette." At the Jefferson Market Police Court yesterday afternoon, the magistrate, concluding that the saloon was a resort for disorderly persons, and that it was conducted in violation of the law by Theodore Allen, although a license for the sale of liquors there had been obtained from the Excise Board in the name of another person. On these affidavits Captain Byrnes obtained warrants for the arrest of Allen and all other disorderly persons found in the place.

A decent the saloon last night must be secretly planned and effectually carried out. At 10 o'clock about 300 men, including Allen, and nearly 100 women were dancing, drinking and smoking in the saloon. Captain Byrnes with Sergeant Sauterk and Detective Quinn entered the front door of the saloon and the men and women there rushed down stairs to the ball-room and took their positions by a side door, when the captain gave a signal which caused seventy of his officers in plain clothes but with their shields displayed to enter the place in a body. On seeing the officers, many of the women began to weep and shriek and the men made a rush for the rear windows. At each window, however, stood a vigilant guard of plain men, and the women were prevented from carrying the inmates of the saloon to the police station was begun. Inspector Byrnes, who was in command of the police, and his officers, were the only persons in the saloon. The characters of the officers in the Fourteenth

The women were locked up first, and the Captain's room and lodging rooms at the station barely accommodated them. They were crowded into the cells and taken to the prison until it overflowed, and then the officers' waiting rooms and the outer office were used. The women were crowded into the cells, and the men were taken to the prison until it overflowed, and then the officers' waiting rooms and the outer office were used. The women were crowded into the cells, and the men were taken to the prison until it overflowed, and then the officers' waiting rooms and the outer office were used.

**DANGER OF DOWN GRADE AND FOG.**

**TWO ELEVATED TRAINS IN COLLISION.**

AN ACCIDENT AT FRANKLIN-SQUARE—A TRAIN THAT COULD NOT BE CONTROLLED—NO SERIOUS DAMAGE, BUT GREAT ALARM.

Another collision occurred on the elevated railroad yesterday, which, although it resulted in slight damage, caused much alarm among the passengers. As the Franklin-square station of the Eastern Division, or New-York Road, there is a short cut track, which runs under the main line, and is known as the "fourth-street to Franklin-square." There was a train on this siding waiting for an opportunity to move up town, when a train went down town and stopped at the station.

The engineer of the down-train wanted to occupy the side track, and was compelled to wait in front of the station a few minutes until the other train had moved out. While his train was standing in front of the station another train went down and stopped on the track a short distance behind. At about this point there is a very steep grade, and the trains usually move along rapidly. But a very thick fog hung over the track yesterday, and the engineers could not see far ahead of their trains. They were therefore compelled to move the trains slowly.

An investigation showed that the only damage done to the car was the coupling and the damage will probably not exceed \$10. Engineer Babcock says that he tried to stop the train as soon as he saw the train ahead. The fog was so thick that he could not see the train until it was very close to it. It was behind the train at rest only about the length of three cars when he discovered it. The train was moving at a high rate of speed, but the train moved to a stop in less than 100 yds. The train was not damaged.

The track was slippery and he could not control the wheels until the collision had taken place. He denied that he was in danger. He said it was going very slowly, on account of the fog, and he did not think the rate of speed exceeded five or six miles an hour. He noticed that the car was going very slowly, but he did not know it was too late to prevent the accident.

Superintendent Stewart said that the track was smooth and slippery yesterday, as it always is during a snow storm. He said that the rate of speed was slow because of the slippery condition of the track, that the accident occurred. The engineer saw the train ahead and stopped the train, but he did not know it was too late to prevent the usual effect of the wheels. He said there was no delay whatever, and he thought \$100

THE MIDDLETOWN, CONN., MAYORALTY.

GOOD SAMARITANS.  
PHILADELPHIA, Jan. 17.—The Pennsylvania Colonization society is proving temporarily for the colored people who missed the steamer for Liberia at New York.

THE BLACK ROCK ISLAND. — A BILL.  
NEWPORT, R. I., Jan. 17.—Arrangements are being made for laying the cable and establishing a signal station at Black Island, in accordance with the recent act of Congress.

THE NEILL WILL CASE.  
PHILADELPHIA, Jan. 17.—In the Neill will case the Orphans' Court to-day confirmed the validity of the edict bequeathing the bulk of the testator's estate to Mr. Yardley, a conveyancer. About \$500,000 is involved.

REMOVED WHILE ALMOST DEAD.

BRICKSBURG, N. J., Jan. 17.—Captain Ferry, of Life Saving Station No. 2, who was struck by a railway train last Tuesday, has been removed, because he was not properly attending to his duties during a severe snow storm. His recovery is still doubtful.